

Citizens' Guide

to the Metropolitan Transportation Commission



Basics on the Bay Area's
Transportation
Planning, Financing and
Coordinating Agency

July 2002

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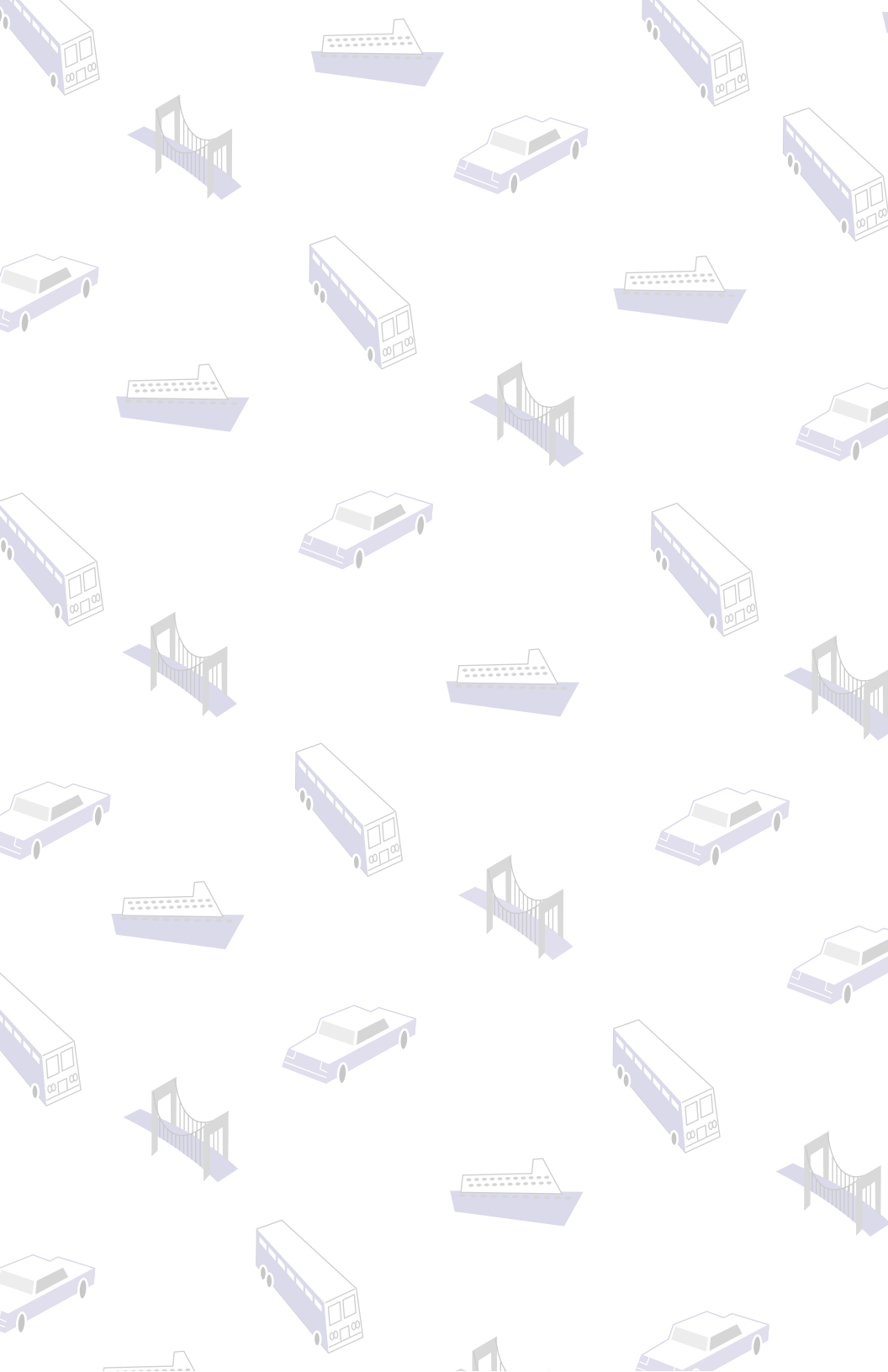


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If you live in the Bay Area, you use the regional transportation system every time you leave your home.

Whether you're walking to the

corner store, biking to school, taking a bus to work, or driving to the airport to catch a flight, you are one of the millions of travelers in the Bay Area each day. And that makes you a part of what we at the Metropolitan Transportation Commission (MTC) do. You are our customer.

MTC is responsible for planning, financing, and coordinating an immense transportation system covering nine counties and 101 cities with three major airports; five public ports; eight toll bridges; dozens of highways; hundreds of miles of bicycle and pedestrian routes; thousands of buses, cable cars, rail cars and ferries; and seemingly countless miles of local streets and roads. It's a big job. So MTC gets a lot of help — from partners like Caltrans, the California Highway Patrol, city governments, nine county congestion management agencies, 23 different transit operators, and from customers like you.

As an experienced user of transportation services, you are the ultimate authority on how well the system is working, and we need the

benefit of your expertise to help us make necessary improvements. You may not see results immediately, as the planning and funding process can be lengthy. But decisions made today will affect how you get around for years — or even decades — to come.

This guide is designed to give you a better understanding of MTC's roles and responsibilities, and to provide basic information on the Bay Area's transportation network. We've done our best to explain our business in plain language. (If, however, we should lapse into "transportationese," a glossary of acronyms and terms is included at the end.)

Our aim is to strengthen the Bay Area's transportation system by encouraging informed and productive participation by our customers in MTC's activities. No single organization has a monopoly on good ideas. And given increasing demands on limited public funds, transportation programs and projects cannot proceed without the public acceptance and support that come through an open, inclusive process. We urge you to become part of that process and to make your views known, as a customer and "expert" on Bay Area transportation. It is in this spirit that MTC offers the following pages.

Bay Area Transportation Basics

The People

With a population of almost 7 million, the San Francisco Bay Area is the fifth-largest metropolitan area in the nation. By the year 2025, the regional population is expected to exceed 8.2 million, while the number of jobs regionwide will swell from 3.7 million to 4.9 million.

The Setting

The San Francisco Bay Area encompasses the nine counties that touch San Francisco Bay: Alameda and Contra Costa in the East Bay; Marin, Napa, Solano and Sonoma in the North Bay; San Francisco and San Mateo on the Peninsula; and Santa Clara County — the region's most populous county — in the South Bay. Home to 101 municipalities, the region has a land mass of 7,179 square miles.

The Network

The Bay Area's transportation network includes more than 1,400 miles of highways, over 300 miles of carpool lanes, eight toll bridges, 19,600 miles of local streets and roads, 9,860 miles of transit routes (including some 400 miles of rail transit), five public ports, five commuter ferry lines, three major commercial airports, and two extensive bicycle and pedestrian trails linking all nine counties — the Bay Trail hugging

San Francisco Bay and the Ridge Trail linking the region's higher ground (when completed, these trails together will encompass some 800 miles).

The Mass Transit System

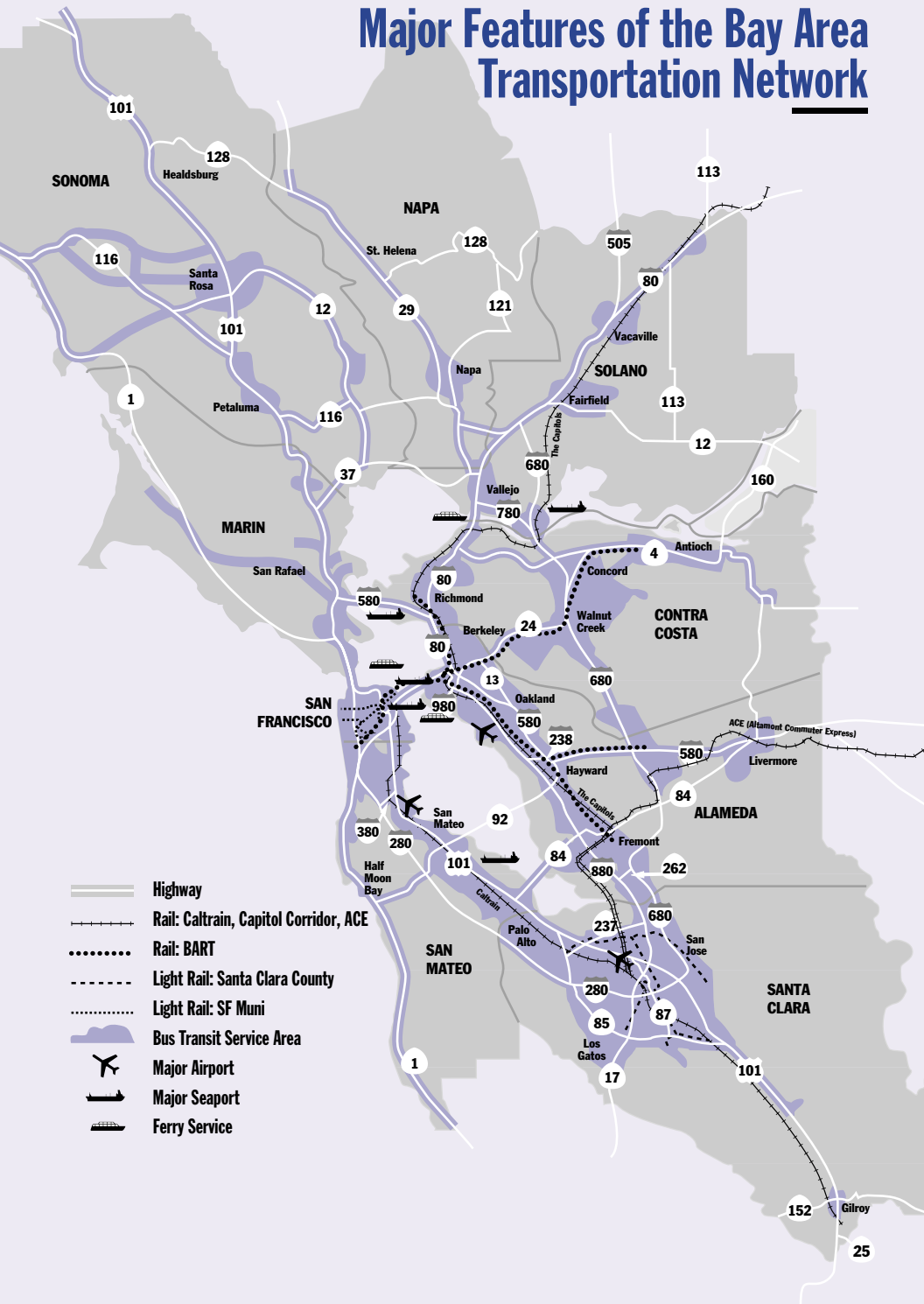
Twenty-three public transit operators offer service in the region, including BART, the Peninsula's Caltrain, the East Bay's AC Transit and County Connection, the North Bay's Golden Gate Transit, San Mateo County's SamTrans, San Francisco's Muni, and the South Bay's Valley Transportation Authority. Rounding out the list are a number of smaller operators sprinkled throughout the region. Together, the Bay Area's transit services carry an average weekday ridership of more than 1.1 million.

The Automobile

In 2000, the number of cars owned regionwide totaled more than 4.5 million — about 1.85 cars per household. According to the 2000 U.S. Census, Santa Clara County ranked first in the Bay Area in the share — 77 percent — of commuters driving alone to work. Densely populated San Francisco, with its extensive public transit network, had the lowest portion of “drive alone” work trips at just over 40 percent.



Major Features of the Bay Area Transportation Network



The Commute

Work trips account for about 25 percent of all travel in the Bay Area. According to the 2000 Census, 68 percent of the region's commuters travel alone by auto, 13 percent by carpool or vanpool with two or more persons, and 10 percent by public transit. Three percent of commuters walk, 1 percent ride a bicycle, and about 4 percent of Bay Area workers are employed at home.

The Budget

On average, some \$3.5 billion in public funds will be spent annually on transportation in the Bay Area over the next 25 years. Of this total, about 80 percent will be devoted to maintaining and operating the region's existing road, highway and transit network. The remaining 20 percent will be used for new projects or system expansion. Roughly 77 percent of the total funding will go to public transit — for operations, rehabilitation and expansion.

The ABCs of MTC

What is MTC?

The Metropolitan Transportation Commission, or MTC for short, was created by the California Legislature in 1970 to plan the transportation network for the nine Bay Area counties. MTC's mission has expanded over the years to the point where it is now three agencies in one. The 19-member policy board not only directs MTC, but also, since 1988, the region's Service Authority for Freeways and Expressways (SAFE), and since 1998, the Bay Area Toll Authority (BATA).

MTC has a staff of some 130 and an annual budget (including both MTC staff and consultant contracts) of about \$60 million, funded from local, regional, state and federal transportation moneys. MTC's main offices are located in the Joseph P. Bort Metro-Center in Oakland, at 101 Eighth Street, adjacent to the Lake Merritt BART station (see map, page 26).

What does MTC do?

In recent years, MTC has been involved in everything from selecting the design for a new, seismically safe eastern span of the San Francisco-Oakland Bay Bridge to developing a user-friendly online service that lets transit riders plan their trips on one or more Bay Area transit systems. But its main responsibilities can be grouped into the following five categories.

MTC plans — Any new transportation project in the region must be included in MTC's *Regional Transportation Plan* before it can move forward. MTC updates this 25-year plan every three years to guide regional transportation investments. In addition to preparing a long-range plan, MTC looks at specific travel routes, weighs the relative merits of various travel options (new rail or roads, or upgrades to what is already in place), then decides on the needed improvements.

MTC funds — The Commission votes to allocate, and keeps accurate accounting of, over \$1 billion every year in funding to mass transit, local streets and roads, highways, freight facilities, and bicycle and pedestrian routes in the region. In support of its allocation decisions, MTC scrutinizes transit operators' budgets and evaluates their service and overall performance. As the Bay Area Toll Authority, MTC is responsible for administering the revenue from the base \$1 toll on the Bay Area's seven state-owned toll bridges. Through its Housing Incentive Program (HIP) and Transportation for Livable Communities (TLC) initiatives, MTC provides direct grants to municipalities and public/private partnerships planning transit-oriented housing developments and community-oriented transportation projects.

MTC coordinates — MTC devotes a lot of energy to keeping the region's transportation network humming along, and to ensuring that the network delivers benefits to every Bay Area community. Recent MTC initiatives include creation of the Low-Income Flexible

Transportation (LIFT) program to help transit providers and public agencies finance new or expanded services for getting low-income residents to and from work. MTC also is developing a Lifeline Transportation Network to make it easier for low-income residents to get to and from work or other key destinations during both peak commute periods and off-peak hours. To make possible a single transit ticket that can be used for all Bay Area transit services, MTC has spearheaded the TransLink® project with the region's transit operators and kicked off a six-month public demonstration of the TransLink® system in February 2002.

MTC operates — In recent years, MTC has taken a more active role in managing the Bay Area's diverse transportation network, adding several "hands-on" projects to promote the efficient monitoring and operation of the system. As the Service Authority for



Freeways and Expressways (SAFE), MTC — in partnership with the CHP and Caltrans — oversees the installation and operation of call boxes along Bay Area freeways, and administers the roving fleet of Freeway Service Patrol tow trucks that quickly clears incidents from the region's most congested roadways. Since 1996, the Trav-Info® telephone information line has used new intelligent transportation system (ITS) technologies to provide the public with real-time transit, traffic and ridesharing data.

Many of MTC's partner agencies are using ITS technology to help coordinate traffic signal timing across city lines or other jurisdictional boundaries; to speed emergency vehicles' access to fires and accident locations; to increase traffic flows into and away from ballgames, concerts or other major events; and to let riders on Emeryville's Emery Go-Round and some San Francisco Muni routes know exactly where the next bus is and when it will arrive.

A pioneering, computer-based Pavement Management System developed by MTC staff is helping Bay Area cities and counties to better maintain their local streets and roads. (See pages 22 and 23 for more information on these and other projects).

MTC advocates — Whether testifying in Washington or Sacramento to garner funds for a Bay Area rail project, or making a case for a change in policy to cut red tape, MTC promotes Bay Area interests to the state and federal governments. As the regional transportation agency representing nine Bay

Area counties, MTC is able to broker agreements between numerous local agencies. By presenting a unified front, the region is in a better position to win support from the state and the feds for regional spending priorities.

How does MTC work with its public and private transportation partners?

To manage a transportation system owned and operated by scores of different agencies — with hundreds of different facilities, ranging from sidewalks to jet runways — strong organizational links must be formed. Toward this end, MTC has formed a coalition of some three dozen federal, state, regional and local institutions responsible for transportation and environmental quality in the Bay Area. This group, known as the Bay Area Partnership, includes not only Caltrans (the California Department of Transportation) and local transit operators, but representatives from county-level congestion management agencies, airports and seaports, as well as other regional, state and federal transportation and environmental-protection agencies.

The Partnership meets regularly to develop and coordinate strategies to efficiently manage the region's transportation assets. The work of the Partnership reflects its commitment to operate the transportation network as a single, well-integrated system. MTC and its partners are now working to strengthen the Partnership by making it more efficient and responsive to public input.

In a special effort to identify and

nurture small-scale, community oriented transportation investments, MTC created the Transportation for Livable Communities (TLC) program. TLC provides planning and capital grants to projects — such as streetscapes and pedestrian-, transit- and bicycle-oriented developments — that result from unique partnerships between local jurisdictions, community organizations, transportation service providers and the development community.

How are commissioners selected?

MTC's 19-member panel — 16 of them voting members — is selected as follows. Fourteen voting members are appointed directly by local elected officials. In each of the more populous counties — Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara — two commissioners are appointed, one by the county's council of mayors and councilmembers (in San Francisco, by the mayor) and one by the county board of supervisors. In each of the less populous counties — Marin, Napa, Solano and Sonoma — the county's council of mayors and councilmembers nominates up to three candidates to the board of supervisors, which selects one commissioner. Because of this system, most commissioners are local elected officials.

Aside from the local appointments, two voting MTC members represent regional agencies: the Association of Bay Area Governments (ABAG) and the San Francisco Bay Conservation and Development Commission (BCDC). In addition, there are three

nonvoting members. They represent the state's Business, Transportation and Housing Agency, as well as the federal Department of Housing and Urban Development and the United States Department of Transportation.

The Commission meets once a month, usually on the fourth Wednesday. All commissioners serve four-year terms and may be reappointed. The chair and vice chair, elected by voting members of MTC, serve two-year terms.

Getting Involved in MTC Activities

The following pages offer an overview of MTC's role in planning, financing and coordinating Bay Area transportation. See page 24 to find out how you can participate in or track MTC actions.



Planning for the Future

MTC's Regional Transportation Plan

One of MTC's most important functions is preparation of a *Regional Transportation Plan* (RTP) for the nine-county San Francisco Bay Area. The RTP is a roadmap to guide the region's transportation development for a 25-year period. Updated every three years to reflect changing conditions and new planning priorities, it is based on projections of growth and travel demand coupled with financial assumptions.

Federal directives embodied in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), its 1998 successor, the Transportation Equity Act for the 21st Century, or TEA 21, and 1990 amendments to the federal Clean Air Act (CAA) require that the RTP include only those projects that the region can afford. Further, the projects included, taken as a whole, must help improve air quality.

The RTP process includes extensive public consultation and outreach to various agencies and citizens. This outreach is critical, since no transportation project in the region can move forward unless it is found to be consistent with regional goals, and thus included in the RTP. The *Regional Transportation Plan* currently in effect was adopted in December 2001.



Fast Facts

From the *2001 Regional Transportation Plan*

Bay Area Demographic Forecasts

	2000	2025	% Change
Employment	3,753,670	4,932,590	+31%
Population	6,783,760	8,223,700	+21%

Sources: U.S. Decennial Censuses and ABAG's Projections 2002

Bay Area Travel Activity Forecasts

	1998	2025	% Change
Total Daily Person Trips	20,240,000	26,227,000	+30%
Auto (including carpool)	16,986,000	21,566,000	+27%
Transit	1,129,000	1,618,000	+43%
Bicycle/Walk	2,125,500	3,043,000	+43%

Average Daily Vehicle Miles Traveled

Regional	128,369,000	190,587,000	+48%
Interregional ¹	13,655,000	17,830,000	+31%

Average Travel Time to Work

Time (minutes)	27	34	+26%
Distance (miles)	12	14	+16%

Source: MTC forecasts

¹ Interregional trips are those that begin outside of the nine-county Bay Area.

The Bay Area Transportation Blueprint for the 21st Century and Other Key Planning Projects

The 2001 *Regional Transportation Plan* incorporates several supplementary reports, including the *Bay Area Transportation Blueprint for the 21st Century*, which sketches a vision of the region's transportation future without the financial constraints imposed by the RTP. The Blueprint is the result of a major planning effort undertaken by MTC in 1999–2000 to identify, prioritize and build consensus for key projects that will require new funding sources in order to be implemented over the next 25 years. By outlining a single financial plan that ties together proposed new funding measures with specific projects, the Blueprint will help guide voters who may be asked to approve new funding sources in 2002 or beyond.

Voters throughout California responded in a big way in March 2002 when they overwhelmingly approved Proposition 42, which amends the state constitution by permanently dedicating the state sales tax on gasoline to transportation investments. MTC expects Proposition 42 to generate nearly \$5.8 billion of new transportation revenues in the Bay Area from 2008 through 2026. These funds will be split three ways: 40 percent for local street and road maintenance, 40 percent for highway and transit expansion projects, and 20 percent for state assistance to transit agencies.

In addition to long-range planning, MTC studies or participates in studies of various travel corridors to determine the best way to improve a particular route, given factors such as available money, and land-use, environmental and community goals.

Recent corridor studies have proposed specific improvements for the Route 24/Caldecott Tunnel Corridor and the Fremont-South Bay Corridor. A new study of ways to improve travel across San Francisco Bay is wrapping up in 2002.

MTC planners track data from the U.S. Census, conducted once a decade, to study the comings and goings of Bay Area commuters. This information, along with other travel surveys from a variety of sources, is used to forecast travel demand, plan transit routes, and prepare local general plans.

The Funding Pipeline

Imagine if you can a huge reservoir filled primarily by local streams — but augmented by smaller tributaries with headwaters in Washington, D.C., and Sacramento — and drained by a complex network of pipelines. The pipes take a tortuous path, shooting off in all directions. There are a number of shut-off valves. There seems to be a lot of liquid flowing from the tap, yet there is always a thirst for more.

This plumbing analogy might be used to describe transportation finance in California and the Bay Area. With a seemingly endless array of funding categories, programs and associated acronyms, it is a complicated process that provides an essential service to many but is well understood by relatively few.

Another way to look at transportation funding is to view it as the means of implementing the goals embraced in the planning process. Dollars are invested in ways that bolster local, regional, state and federal objectives. When you get right down to it, while there are a variety of funding pots or sources, the funds themselves always fall into one of two categories: money for ongoing operations and maintenance of existing highways, streets, bikeways and transit services; and money for capital investments, such as new rail lines, buses, bike paths or a new highway lane.

The chart on page 15 illustrates transportation expenditures projected

for the Bay Area over the next 25 years, assuming no new transportation revenue sources.

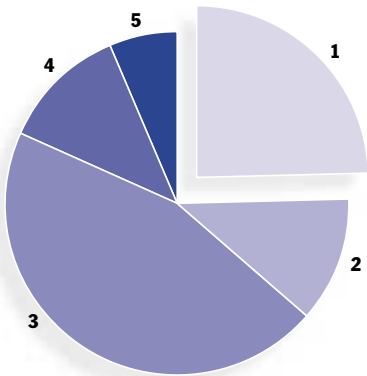
Ongoing Operations and Maintenance

About 80 percent of all transportation revenues coming to the Bay Area are needed just to operate and maintain the existing system. Buses need drivers, and roads, bridges and transit systems require sizable investments for their upkeep. In this category fall such expenses as: filling potholes and resurfacing streets and roads; strengthening bridges and overpasses to withstand a major earthquake; buying fuel for transit vehicles and paying drivers' and mechanics' salaries; providing special transit service for elderly and disabled persons who cannot use regular transit; and integrating new technology to smooth traffic and alert travelers to road and transit conditions. (A sampling of these operations-oriented projects is included in "Keep It Moving!" on pages 22–23.)



Projected Bay Area Transportation Revenues 2002 - 2026

(Note: does not include anticipated revenues from Proposition 42, approved by voters in March 2002)



State and Federal Revenues **\$21.5 billion (24%)**

- 1 Federal/State Transportation Programs, Gas Taxes

Local Revenues **\$65.9 billion (76%)**

- 2 Transportation Development Act (TDA) 1/4c sales tax **\$10.3 billion**
- 3 Other Local Funds: gas tax subventions, property tax, permanent 1/2c sales tax (five counties), general funds, transit fares, fees **\$39.6 billion**
- 4 Temporary 1/2c Sales Tax (five counties) **\$10.4 billion**
- 5 Bridge Tolls **\$5.6 billion**

Total Revenues **\$87.4 billion (100%)**

Source: 2001 Regional Transportation Plan (2001 dollars)

To complicate matters, some of the money that comes to the region for transportation is targeted for building new transportation facilities and cannot be used for operations and maintenance. Thus, a community might have funding to build a new rail extension, but may lack the money to operate the new service once it is on line. And, at present, such operating and maintenance funds are in short supply. The 2001 *Regional Transportation Plan* has identified a \$2.3 billion shortfall in funds needed for the upkeep of local streets and roads over 25 years. Beginning in 2008, funds from Proposition 42 will shrink this gap by some \$2.1 billion.

Capital Investments

Beyond maintenance and operations, only about one-quarter of the funding that comes to the region is available for new transportation investments, referred to as “capital” projects in transportation circles. These capital improvements — be they rail extensions, road widenings or new bus transfer stations — require years of public review, planning and design before any construction begins.

As with ongoing operation and maintenance of the existing system, there are many more ideas for improvements to the transportation network than there are funds available. This is not surprising when you consider the hefty price tag that some transportation projects carry. For example, the Interstate 680/Highway 24 interchange reconstruction in Walnut Creek cost in the neighborhood of

\$350 million. The final price tag on the 8.7-mile BART extension from Colma to San Francisco International Airport is expected run about \$1.5 billion. And the soundwalls springing up alongside freeways in the region are priced at approximately \$1 million per mile.

Where does the funding come from?

Most transportation sources originate with taxpayers, who pay fuel, sales or other taxes and fees. As illustrated in the chart on page 14, in the Bay Area, the bulk of the moneys are generated locally, with smaller portions coming from state and federal sources.

Listed on the chart on pages 20 and 21 are some of the major funding categories.

How do transportation projects get funded?

Transportation funds are committed to projects, or “programmed,” in several ways:

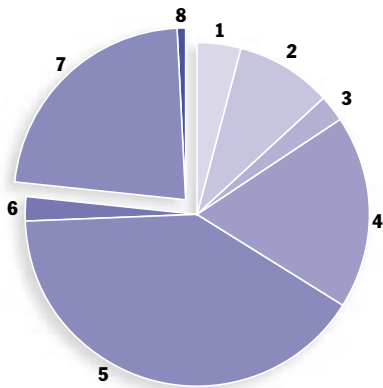
Transportation Improvement Program

MTC prepares the federally required Transportation Improvement Program, or TIP, every two years with the cooperation of local governments, transit operators and Caltrans. The TIP is a comprehensive, multiyear transportation spending plan for the region that lists every transportation project that will receive even a penny of federal funds or that is subject to a federally required action, such as a review for its impact on air quality. TIPs must “con-

continued on page 17

Projected Bay Area Transportation Expenditures 2002-2026

(Does not include private expenditures or seaport and airport operations)



Maintenance of Existing System \$67.0 billion (77%)

- 1 State Highway Maintenance and Operations \$3.6 billion
- 2 Repairing Local Streets and Roads \$7.9 billion
- 3 State Toll Bridge and Golden Gate Bridge Seismic Retrofit \$2.2 billion
- 4 Transit Capital Replacements \$15.9 billion
- 5 Transit Operations \$35.4 billion
- 6 System Management \$2.0 billion

System Improvements \$20.4 billion (23%)


- 7 Highway, Transit and Street Improvements \$19.7 billion
- 8 Community Vitality, Bicycle/Pedestrian Pathways \$0.7 billion


Total Expenditures \$87.4 billion (100%)


Source: 2001 Regional Transportation Plan (2001 dollars)


The Evolution of a Project

Typical Stages in the Development and Funding of Transportation Projects


 *Symbol is used to indicate best public participation opportunities. (All the stages listed on this page, however, are open to comment by the public.) MTC encourages public participation in Bay Area transportation decision-making — especially during the earlier stages of the project development process, when citizen involvement is most effective.*

1 Idea – The process starts when a particular transportation need is identified or a new idea put forward. This first step can be taken by members of the public, a private business, a community group or a public agency. 

2 Define Project – The project idea must be adopted by a formal sponsor — usually a government entity — which refines the initial idea and develops clear project specifications. 

3 Local Review – In many cases, the project must first be presented for review to the local authorities, such as a municipal planning commission, local transit agency, city council or county board of supervisors. Some projects can be approved at the local level (e.g., street repairs) and financed with local dollars. 

4 County CMA Review – To be eligible for certain state and federal funds, other

(typically larger) projects must be cleared through the county-level congestion management agencies (CMAs). 

5 MTC Program Review – All projects competing for state and federal funds are reviewed by MTC as part of the preparation of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). At MTC, public participation is welcomed at committee-level and commission-level meetings, as well as at special public hearings. 

6 State Program – Projects reviewed and approved by MTC for state funding are included in the Regional Transportation Improvement Program (RTIP), which is considered for inclusion in the State Transportation Improvement Program (STIP).

7 Federal Program – Projects of all types — bus, rail, highway, bicycle, etc. — reviewed and approved by MTC for eligibility for federal funds are included in the Transportation Improvement Program. The federal document, being the most comprehensive, also includes many of the projects listed in the state program.

8 Grant Allocation (Funding) – Projects listed in the multiyear state and federal programs are reviewed again by MTC on a project-by-project basis to assure state and federal requirements are met. Approved projects are forwarded to the state or federal authorities for the final award of funds.

Additional information on the project funding process can be found on pages 13–17.

continued from page 15

form” to federal Clean Air Act requirements (meaning the projects, taken as a whole, must help improve air quality). As the primary spending plan for the region, the TIP is one of the principal means of implementing the goals and priorities identified in the *Regional Transportation Plan*.

State Transportation Improvement Program

To receive state funding, most projects (such as a new roadway or highway lane, a new rail line or rail extension) must be included in the State Transportation Improvement Program, or STIP. Covering a five-year span and updated every two years, the STIP is a blueprint for spending available federal and state funds throughout California.

Seventy-five percent of the STIP consists of spending programs developed at the regional level throughout the state, called Regional Transportation Improvement Programs (RTIPs). MTC prepares the Bay Area’s RTIP, which is forwarded to the California Transportation Commission (CTC) — a statewide panel appointed by the governor. In turn, the CTC must accept the RTIP in its entirety or send it back to the region for revision.

For the remaining 25 percent of STIP funding, Caltrans proposes a statewide plan for the CTC to adopt. This element is known as the Interregional Transportation Improvement Program, or ITIP, and is intended to address infrastructure needs that cross metropolitan boundaries and link the state’s transportation system.

MTC’s Regional Transit Expansion Program (Resolution 3434)

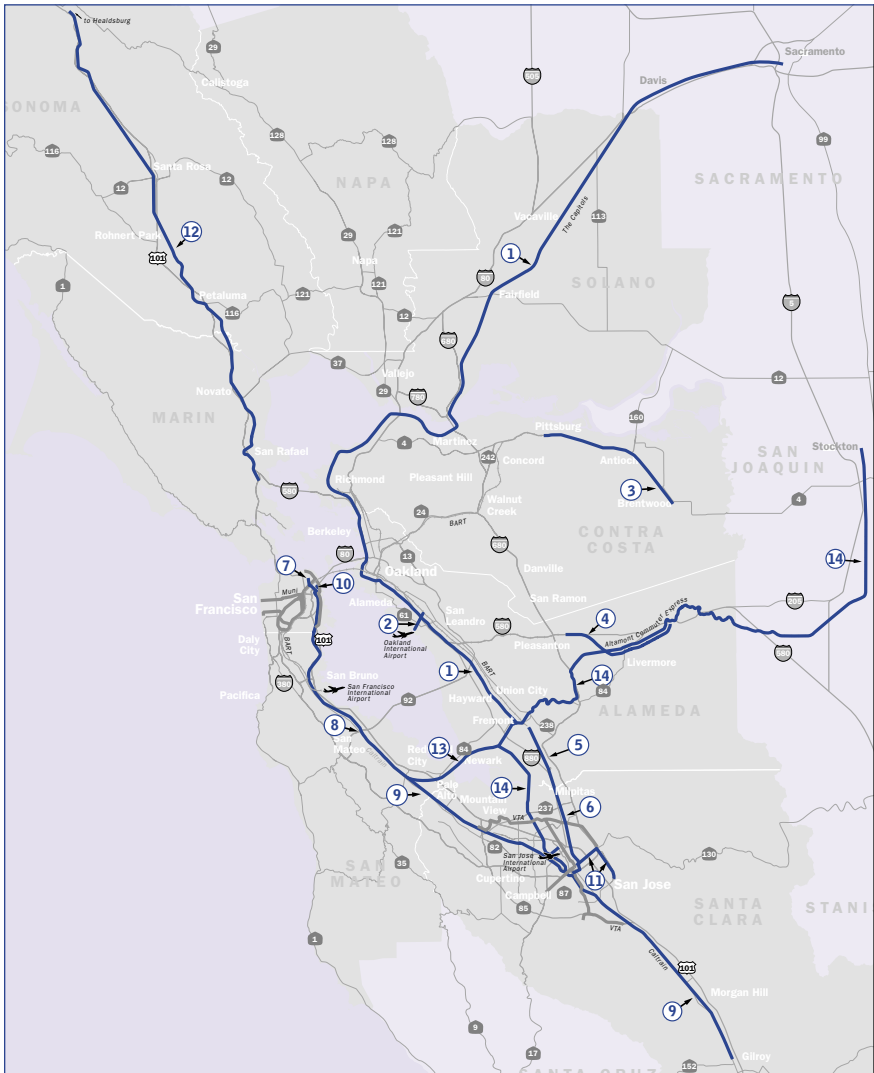
One of the cornerstones of the *2001 Regional Transportation Plan* is the Bay Area’s Regional Transit Expansion Program, which calls for a \$10.5 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the region. These include a BART extension from Fremont to San Jose and Santa Clara; a “Central Subway” that would extend the San Francisco Muni’s Third Street light-rail line to Chinatown; a BART connector to the Oakland International Airport; electrification of the Caltrain line and extension of the service to a rebuilt Transbay Terminal in downtown San Francisco; a significant down payment on BART extensions or other rail improvements to Livermore and Antioch; and the addition of several new regional express bus routes.

The Regional Transit Expansion Program, which MTC adopted in December 2001 as Resolution 3434, is the successor to MTC’s earlier Regional Rail Agreement, which was adopted in 1988 and delivered such critical projects as BART extensions to Pittsburg/Bay Point and Dublin/Pleasanton, the Tasman light-rail extension in Silicon Valley, and the BART extension to San Francisco International Airport, which is scheduled to open in late 2002. Resolution 3434 represents a regional consensus on investing limited transit expansion funds. Such a consensus is needed to garner federal and state funding to match locally raised revenues.

Regional Transit Expansion Program

MTC Resolution 3434, adopted Dec. 19, 2001

Rail Projects



- ① Capitol Corridor intercity rail: increased service and additional stations
- ② BART - Oakland International Airport connector
- ③ BART: East Contra Costa extension
- ④ BART: Tri-Valley extension
- ⑤ BART: Fremont to Warm Springs extension
- ⑥ BART: Warm Springs to San Jose extension
- ⑦ Muni: Third Street Corridor light-rail transit/Central Subway
- ⑧ Caltrain: express service
- ⑨ Caltrain: rapid rail/electrification
- ⑩ Caltrain: downtown San Francisco extension/Transbay Terminal
- ⑪ VTA: light-rail and bus rapid transit
- ⑫ Sonoma-Marín rail
- ⑬ Dumbarton rail
- ⑭ Altamont Commuter Express (ACE): increased service

A detailed map of the San Francisco Bay Area, highlighting major highways and regional boundaries. The map includes labels for counties such as Sonoma, Napa, Solano, Marin, Contra Costa, Alameda, Santa Clara, and San Mateo. Major cities and towns are marked, including Santa Rosa, Petaluma, Novato, San Rafael, Richmond, Berkeley, Oakland, San Francisco, Daly City, Pacifica, San Bruno, San Jose, and San Francisco International Airport. Highways are shown as blue lines with route numbers, and water bodies are shaded in light blue. The map also shows the location of the Golden Gate Bridge and the San Francisco-Oakland Bay Bridge.

- 19

Major Transportation Funding Sources

Local Funding Categories	Approximate Annual Amount for the Bay Area
Permanent 1/2¢ sales taxes for transit <i>(local taxes in five Bay Area counties; for public transit operations, including BART, SamTrans and Santa Clara VTA; known as AB 1107 funds in the three BART counties)</i>	\$466 million
Temporary 1/2¢ sales taxes <i>(local taxes; fund voter-approved projects, including transit and highways; in five Bay Area counties. Duration is nine to 30 years.)</i>	\$466 million
Transit Fares <i>(passenger fares; for transit capital and operations)</i>	\$449 million
Transportation Development Act <i>(locally authorized; 1/4¢ of state sales tax; for transit capital and operations, pedestrian/bicycle paths, transit for elderly and disabled persons, local streets (in rural areas only))</i>	\$277 million
State-owned Bridge Tolls <i>(\$1 base toll, collected from bridge users; for maintenance of bridges and for voter-approved Regional Measure 1 projects)</i>	\$141 million
Gas Tax Subventions <i>(fuel tax; for local street and road maintenance)</i>	\$222 million
Seismic Retrofit Bridge Tolls <i>(\$1 surcharge on state-owned bridges; for earthquake retrofit of state-owned bridges)</i>	\$122 million
Property Taxes <i>(local taxes, in three Bay Area counties; for public transit operations, including BART and AC Transit)</i>	\$61 million
General Fund and Parking Revenue <i>(local taxes, as well as funds from San Francisco parking lots, parking garages and parking fines; for Muni vehicles and operations)</i>	\$208 million
Golden Gate Bridge Tolls <i>(\$3 bridge toll; for maintenance, rehabilitation, seismic retrofit and operation of the Golden Gate Bridge, and capital and operating costs for Golden Gate Transit buses and ferries)</i>	\$60 million
Transportation Fund for Clean Air <i>(\$4 vehicle registration fee, for transportation programs that improve air quality)</i>	\$20 million
Transportation for Livable Communities (TLC)/ Housing Incentive Program (HIP) <i>(STP and CMAQ funds; bicycle, pedestrian, transit or other projects that enhance community vitality)</i>	\$27 million
SAFE (Service Authority for Freeways and Expressways) <i>(\$1 vehicle registration fee; for motorist-aid programs, such as call boxes and Freeway Service Patrol)</i>	\$6 million

State Funding Categories	Approximate Annual Amount for the Bay Area
State Transportation Improvement Program (STIP) <i>(federal and state fuel tax funds)</i>	
<ul style="list-style-type: none"> • Regional Transportation Improvement Program <i>(for freeways, carpool lanes, rail lines, transit stations and road rehabilitation)</i> 	\$300 million
<ul style="list-style-type: none"> • Interregional Transportation Improvement Program <i>(discretionary funding for intercity rail, interregional road or rail expansion projects outside urban areas; varies annually for projects of statewide significance)</i> 	<i>Discretionary, varies annually</i>
State Highway Operations and Protection Program <i>(state fuel tax; for bridge and highway repairs, seismic retrofit, safety improvements)</i>	\$233 million
State Transit Assistance <i>(certain state taxes on fuel; for transit capital and operations, and for special transit for elderly and disabled persons)</i>	\$42 million
Federal Funding Categories	Approximate Annual Amount for the Bay Area
Federal Transit Act Section 5307 — Formula Funds <i>(federal fuel tax and general fund; for transit purchases, including buses, trains, ferries, vans and support equipment, and for preventive maintenance and ADA-required paratransit service)</i>	\$173 million
Federal Transit Act Section 5309 — New Starts, Bus <i>(discretionary funding, derived from the federal fuel tax and general fund; for purchase of buses, improvements to bus facilities, and for guideways, including rail extensions, new rail systems and ferries)</i>	<i>Discretionary, varies annually</i>
Federal Transit Act Section 5309 — Fixed Guideway <i>(federal fuel tax and general fund; for purchase of rail cars, ferries, rail track and facilities)</i>	\$78 million
Surface Transportation Program (STP) <i>(federal fuel tax; for most capital projects including highways, rail and bus transit, local streets, port facilities, bicycle and pedestrian projects, etc.)</i>	\$65 million
Congestion Mitigation & Air Quality Improvement Program (CMAQ) <i>(federal fuel tax; for projects to reduce vehicle emissions and traffic congestion)</i>	\$60 million
Highway Bridge Replacement and Rehabilitation Program <i>(federal fuel tax; replacement or rehabilitation of roadway bridges — includes funds for seismic upgrades)</i>	\$70 million
Transportation Enhancement Activities and Transit Enhancements <i>(federal funding; for scenic beautification, bicycle/pedestrian facilities, historic rail depot upgrades, bus shelters, access for disabled persons, etc.)</i>	\$8 million

See MTC’s companion publication, *Moving Costs: A Transportation Funding Guide for the San Francisco Bay Area*, for a more complete listing of funding categories as well as which agencies make the funding decisions.

Keep It Moving!

Operating the Transportation Network for Maximum Efficiency

Aside from planning and financing, MTC has undertaken several operational and traveler information initiatives to make better use of the transportation system we already have:

Freeway Service Patrol — Sponsored by the MTC Service Authority for Freeways and Expressways (SAFE) in partnership with Caltrans and the California Highway Patrol (CHP), the Bay Area's Freeway Service Patrol (FSP) is a fleet of roving tow trucks that are on the lookout for stalls and accidents during peak commute hours. By early 2002, 74 trucks were patrolling more than 400 miles of the region's most congested freeways. FSP drivers stop nearly 10,000 times a month, on average, to rescue stranded motorists, clear dangerous road debris, tag abandoned vehicles and otherwise help make the Bay Area's freeways safer and less congested. Tow truck drivers can change flat tires, assist with minor mechanical repairs and provide a gallon of gas, all free of charge.

Call Boxes — The bright yellow call boxes along Bay Area freeways are there courtesy of MTC SAFE, Caltrans and the CHP. Some 3,500 roadside call boxes are in operation, providing motorists in need of assistance with a direct line to dispatchers. The boxes contain specially designed cellular phones that use solar-powered batteries. The program is funded through an

annual \$1 fee added to vehicle registrations. While the rising popularity of personal cellular phones has diminished call box use since the late 1990s and may lead to reducing the number of call boxes in the future, some 91,000 calls for help are made annually from the roadside boxes.

TravInfo® (817-1717) — Launched in September 1996, TravInfo® uses a variety of methods and advanced technologies to gather, organize and disseminate timely information on travel to the public in the Bay Area. Using a regional network of sources, including roving FSP tow trucks and in-pavement road sensors, TravInfo® closely monitors traffic conditions on roads throughout the region. Travelers can get up-to-the-minute traffic reports — as well as information on current public transit routes and schedules, ridesharing, bike-ways, and van and taxi services for disabled travelers — by calling the TravInfo® telephone number, 817-1717, from anywhere in the nine Bay Area counties. By the end of 2002, travelers will be able to access TravInfo® by dialing a new national three-digit number that is even easier to remember — 511. Internet users can access TravInfo® online at <www.travinfo.org>. Organizations and private-sector partners also may use or customize TravInfo® data and offer it to their customers through products such as pagers, cellular phones, in-vehicle navigation systems and Web pages.

TransLink® Universal Ticket — MTC is leading an effort toward one “universal” ticket — called TransLink® — that will be good on all of the region's mass transit systems. MTC began testing

TransLink® in early 2002 in a pilot project involving six Bay Area transit operators. After evaluating the results, MTC will consider expanding the program to other transit agencies in the region, as well as to parking meters and related applications.

“Getting There on Transit” — This free pocket-sized guide includes directions to 250 popular destinations in the nine-county region that are easily reached by bus, ferry or rail. The guide features 14 full-color regional and local route maps; contact information for 35 bus, rail and ferry operators; a directory of special taxi and van services for elderly and disabled riders; and airport connections. (See the reply card at the back of this guide for information on ordering your guide to regional transit.)

www.transitinfo.org — Internet users can get instant online access to routes and schedules for all major transit operators in the Bay Area — as well as over 40 other smaller or interregional services — via the Bay Area Transit Information Project. The project’s award-winning Web site, <www.transitinfo.org>, also features system maps for most transit operators, and individual route maps for several services. In 2001, MTC made a great site even better by adding the TakeTransitSM online trip planner — just type in your starting point and destination, click on the green “Plan Your Trip” icon and you’ve got a precisely scheduled itinerary showing departure and arrival times, where and when to transfer (even to another transit system) and the correct fare.

Regional Rideshare Program — MTC promotes and facilitates carpooling as a commute alternative to reduce congestion on Bay Area roads. With services provided under contract by RIDES for Bay Area Commuters and by Solano/Napa Commuter Information, an automated ridematching system assists commuters in forming carpools and vanpools. Commuters and employers learn about the services through worksite demonstrations and special promotional events.

Pavement Management System — This cooperative effort between MTC and more than 100 local jurisdictions evaluates options for improving the maintenance of local streets and roads. MTC provides computer software and technical assistance to help cities and counties extend the life of pavement and thus stretch local budgets further.



Plugging Into The Process:

MTC's Public Involvement Activities

Want to get involved in MTC's activities? Contact the MTC Public Information Office at 510.464.7787. Public information officers are available to answer questions from the public about MTC and provide information about participating in MTC citizen advisory committees.

Information on MTC's activities also is available over the Internet at <www.mtc.ca.gov>.

Following is some basic information on MTC operations.

MTC Works Through Standing Committees

Matters on the Commission agenda usually come in the form of recommendations from MTC standing committees. As much of the nitty-gritty work of MTC is done at the committee level, the public is encouraged to participate at this stage. MTC meetings are open to the public; to confirm dates, times and locations, call 510.464.7787. Standing committee meetings and meetings of the full commission are Webcast at <www.mtc.ca.gov>.

MTC standing committees that meet the second Wednesday of the month:

Administration – oversees operation and management of Commission staff, approves consultant contracts and sets

agency financial policies (meets at 9:30 a.m.).

BATA Oversight – oversees the work of the Bay Area Toll Authority (BATA), which serves as fiscal watchdog for the revenue generated by the region's seven state-owned bridges as well as the multi-billion dollar program to update and expand the bridges (meets at 10 a.m.*).

Programming and Allocations – recommends programming of funds for projects in the State Transportation Improvement Program and the federal Transportation Improvement Program, and reviews projects for consistency with regional priorities and air quality laws (meets at 10:30 a.m.*).

MTC standing committees that meet the second Friday of the month:

Planning and Operations – recommends revisions to the *Regional Transportation Plan* — MTC's evolving long-range blueprint for Bay Area transportation — and oversees MTC's operational and transit coordination activities (meets at 9:30 a.m.).

SAFE Operations – directs the work of motorist-aid programs administered by the MTC Service Authority for Freeways and Expressways (SAFE), including the region's call box and Freeway Service Patrol network (meets at 10 a.m.*).

Legislation – recommends MTC legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and citizen participation programs (meets at 10:15 a.m.*).

**These meetings start at the time*

shown, or immediately following the previous meeting, whichever occurs later.

Citizen Advisory Committees Provide Important Feedback

To ensure that a wide spectrum of views is considered in developing transportation policy in the Bay Area, MTC has set up several citizen advisory committees, including:

MTC Advisory Council – Established in 1995, the Advisory Council is the most broadly based of MTC's citizen participation groups. The Council is composed of representatives from nine interest categories — academia, business, community, environmental, labor, transportation users, freight, minority, and elderly and disabled. The Advisory Council provides advice on *Regional Transportation Plan* revisions, legislative initiatives, funding priorities and other key subjects.

Elderly and Disabled – Advises MTC regarding issues of concern to the elderly and to persons with disabilities, including access to transportation services and implementation of the Americans With Disabilities Act. This

federal civil rights law requires, among other things, that public transit operators make their systems accessible to disabled persons.

Minority Citizens – Advises MTC to ensure that the views and needs of minority communities are adequately reflected in MTC policies. The Commission appoints members from the nine Bay Area counties covering the region's major ethnic minority groups.

Public Information Services — Newsletters, Agendas and More!

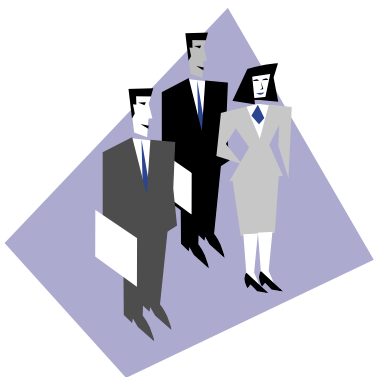
Public Information staff (510.464.7787) can provide interested citizens with agendas, meeting notices and accompanying materials for meetings of the Commission and its committees and advisory panels. They also issue news releases on MTC programs and actions, and arrange for MTC staff and commissioners to make presentations in the community.

Monthly Meeting Schedule

A tentative schedule of MTC meetings is published each month by MTC's Public Information Office. Interested citizens can receive copies of this meeting schedule, as well as specific meeting agendas (see the reply card at the back of this guide for further information). This information is also posted on MTC's Web site: www.mtc.ca.gov.

Newsletter and Annual Report

To keep the public informed of MTC's activities as well as about general transportation news for the Bay



Area, MTC publishes a comprehensive annual report and a monthly newsletter, *Transactions*. Approximately 15,000 copies of the newsletter are printed each month and circulated free of charge to interested citizens, the news media, public officials, legislators, transit staff, national transportation groups, environmental groups, business groups and libraries. Each issue is posted on MTC's Web site.

(See the reply card at the back of this guide for information about getting MTC's *Transactions* newsletter.)

Library Services — Information for the Asking

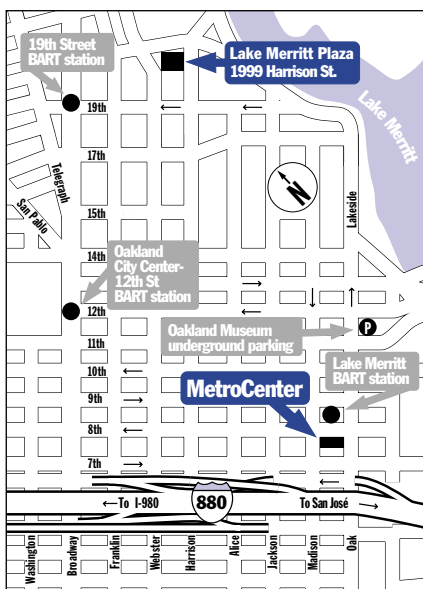
The MTC-ABAG library is a fully accredited facility stacked with books and periodicals with a special focus on transportation and planning. MTC reports, brochures and studies are available to the public through the library, as are other publications to help you get the latest word on transportation planning, demographics, economic indicators and regional issues. The MTC-ABAG Library can provide answers to your questions by phone, fax or in person, and also offers free public access to the Internet. Located on the first floor of MTC's offices, the library is open 8:30 a.m. to 5 p.m., Monday through Friday; its telephone number is 510.464.7836.

To request a copy of a specific MTC publication, contact the library by fax at 510.464.7852; via e-mail at <library@mtc.ca.gov>; or use the online order form on MTC's Web page (click Library on the navigation

bar at <www.mtc.ca.gov>.) Upon request, MTC publications can be transferred to a format that is accessible to persons with disabilities.

Visiting MTC Offices

MTC's main business office — and the site of Commission and committee meetings, as well as the MTC-ABAG Library — is at the Joseph P. Bort MetroCenter, located at Eighth and Oak streets in Oakland. (Some MTC staff have offices in the Lake Merritt Plaza building at 1999 Harrison Street in Oakland.) Hours for the MetroCenter are 8 a.m. to 5 p.m. Monday through Friday (holidays excepted). The building is adjacent to the Lake Merritt BART station, and several AC Transit lines stop within a few blocks. The MetroCenter also is easily accessible via Interstate 880 or Interstate 980. Both street and garage parking are available nearby.



Citizens' Guide to “Transportationese”

We've tried in this guide to spare readers as much jargon as possible. Inevitably in the transportation arena, however, confusing lingo will cloud communication. For that we apologize and hope that one day “transportationese” will be a forgotten dialect. Until that day, interested citizens can make use of the following glossary of acronyms and terms:

ABAG *Association of Bay Area Governments:*

A voluntary association of counties and cities that is the general planning agency for the nine-county San Francisco Bay Area. Also provides demographic, financial, administrative, training and conference services to local governments and businesses. A member sits on MTC.

ADA *Americans With Disabilities Act:*

Federal civil rights legislation for disabled persons passed in 1990; calls on public transit systems to make their services more fully accessible, as well as to underwrite a parallel network of paratransit service.

AVO *Average Vehicle Occupancy:* The number of people traveling by private passenger vehicles divided by the number of vehicles used. The AVO during commute hours for the Bay Area in 2000 was 1.1.

AVR *Average Vehicle Ridership:* The ratio of all people traveling by any mode — including cars, buses, trains and bicycles (or telecommuting) — in a given

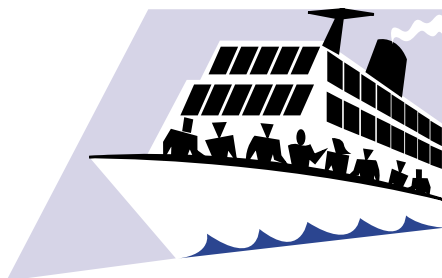
area during a given time period to the number of cars on the road. A key measure of the efficiency and effectiveness of a transportation network; the higher the AVR, the better you're doing in terms of energy consumption and air pollution.

BAAQMD *Bay Area Air Quality*

Management District: (Also known as the Air District, since the acronym seems to take longer to say than the full name.) Regulates industry and employers to keep air pollution in check and sponsors programs to clean the air. The Air District works with MTC and the Association of Bay Area Governments on issues that affect transportation, land use and air quality.

BATA *Bay Area Toll Authority:* Entity created by the state Legislature to administer the base \$1 toll from the Bay Area's seven state-owned toll bridges, a responsibility previously held by the CTC. MTC began operations as BATA on Jan. 1, 1998.

Bay Area Partnership: Often referred to simply as “The Partnership,” this is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county CMAs, city and county public works departments, ports, Caltrans, U.S. DOT) as well as environmental protection agencies. The Partnership works



by consensus to improve the overall efficiency and operation of the Bay Area's transportation network, including developing strategies for financing transportation improvements.

BCDC *San Francisco Bay Conservation and Development Commission*: A state-established agency with jurisdiction over filling and dredging of San Francisco Bay and limited jurisdiction over development within 100 feet of the Bay; a representative sits on MTC.

CAA *Clean Air Act*: Federal legislation that requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan, or SIP. The sweeping 1990 amendments to the CAA established new air quality requirements for the development of metropolitan transportation plans and programs. The California Clean Air Act (or CCAA) sets even tougher state goals.

Caltrans *California Department of Transportation*: The state agency that operates California's highway system.

Capital revenues: Moneys dedicated for new projects to cover one-time costs, such as construction of roads, transit lines and facilities, or purchase of buses and rail cars.

CHP *California Highway Patrol*: State law enforcement agency responsible for highway safety, among other things.

CMA *Congestion Management Agency*: A countywide agency responsible for preparing and implementing a county's Congestion Management Program. CMAs came into existence as a result of state legislation and voter approval

of Prop. 111 in 1990. Subsequent legislation made optional the requirement for counties to have a CMA. Most Bay Area counties still have them.

CMAQ *Congestion Mitigation and Air Quality Improvement Program*: A pot of federal money contained in TEA 21 for projects and activities that reduce congestion and improve air quality, both in regions not yet attaining federal air quality standards and those engaged in efforts to preserve their attainment status.

CMP *Congestion Management Program*: CMPs are prepared by congestion management agencies (see entry under "CMA," above) to meet eligibility requirements for certain state and federal funds. Updated biennially, CMPs set performance standards for roads and public transit, and show how local jurisdictions will attempt to meet those standards. CMPs were initially required of every county in California with a population of 50,000 or more, but 1996 legislation allows counties to opt out of CMP requirements under certain conditions.

Conformity: A process in which transportation plans and spending programs are reviewed to ensure that they are consistent with federal clean air requirements; transportation projects collectively must not worsen air quality.

CTC *California Transportation Commission*: A state-level commission, consisting of nine members appointed by the governor, that establishes priorities and allocates funds for highway, passenger rail and transit investments throughout California. The CTC works

with the state Business, Transportation and Housing Agency in overseeing Caltrans, and participates in the development of state and federal legislation that affects transportation funding.

EPA *Environmental Protection Agency:*

Federal department responsible for researching and setting national standards for environmental quality. The EPA works with other federal, state, local and regional agencies to issue permits, monitor compliance and enforce environmental laws.

Flexible funding: Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested on a range of transportation projects. Examples of flexible funding categories include the Surface Transportation Program, and the Congestion Mitigation and Air Quality Improvement Program.

FHWA *Federal Highway Administration:*

U.S. Department of Transportation agency responsible for administering the federal highway aid program to individual states, and helping to plan, develop and coordinate construction of federally funded highway projects. FHWA also governs the safety of hazardous cargo on the nation's highways.

FTA *Federal Transit Administration:*

U.S. Department of Transportation agency that provides financial and planning assistance to help plan, build, and operate rail, bus and para-transit systems. The agency also assists in the development of local and regional traffic reduction programs.

HIP *Housing Incentive Program:* An incentive program initiated by MTC in



2000 that provides seed money to municipalities and their development partners to encourage the development of compact residential communities near public transit hubs.

HOV Lane *High-Occupancy-Vehicle Lane:*

The technical term for a carpool lane, commuter lane or diamond lane.

Intermodal: The term “mode” is used to refer to and to distinguish from each other the various forms of transportation, such as automobile, transit, ship, bicycle and walking. Intermodal refers specifically to the connections between modes.

ISTEA *Intermodal Surface Transportation*

Efficiency Act: Pronounced “Ice Tea,” this landmark federal legislation signed into law in 1991 initiated broad changes in the way transportation decisions are made. ISTEA emphasized diversity and balance of modes, as well as the preservation of existing systems before construction of new facilities. ISTEA expired in 1997, but much of its program structure was carried forward in successor federal legislation (see TEA 21).

ITIP *Interregional Transportation*

Improvement Program: A state funding program intended to address needs that cross metropolitan boundaries. Caltrans

nominates and the CTC approves a listing of interregional highway and rail projects for 25 percent of the funds to be programmed in the STIP (the other 75 percent are RTIP funds, see below).

ITS *Intelligent Transportation Systems:* Technical innovations that apply communications and information processing to improve the efficiency and safety of surface transportation systems. In the Bay Area, ITS initiatives include closed-circuit video monitoring of free-way traffic conditions and the use of automatic vehicle location technology to coordinate traffic signals, speed emergency vehicle response times, and let transit riders know when the next bus or train will arrive.

Lifeline Transportation Network: An MTC initiative to enhance low-income residents' access to key destinations such as job centers, government buildings and medical facilities during both peak commute periods and off-peak hours. While most of the Lifeline network identified by MTC is already served by existing transit routes, some low-income communities and/or destinations are not served by transit or lack service at specific times of day. MTC is working with transit operators and potential funding partners to fill these gaps in the network.

LIFT *Low-Income Flexible Transportation:* An MTC program that provides financial assistance for services to help low-income residents get to and from work and other locations. Examples of eligible LIFT projects include new and expanded public transit services, transportation to child care centers,

development of child care facilities at transit hubs, rideshare activities and "guaranteed ride home" programs.

MPO *Metropolitan Planning*

Organization: A federally required planning body responsible for the transportation planning and project selection in its region; the governor designates an MPO in every urbanized area with a population of over 50,000. MTC is the Bay Area's MPO.

MTC *Metropolitan Transportation*

Commission: The transportation planning, financing and coordinating agency for the nine counties that touch San Francisco Bay.

MTS *Metropolitan Transportation System:*

A defined network of streets and roads, highways, mass transit routes, bikeways, transfer points, airports and seaports considered essential to regional mobility.

Multimodal: Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, be it by truck, train, bicycle, automobile, airplane, bus, boat or foot.

NHS *National Highway System:* This approximately 160,000-mile network consists of the 42,500 miles of the Interstate system, plus other key roads and arterials throughout the United States. Designated by Congress in 1995 pursuant to a requirement of the Intermodal Surface Transportation Efficiency Act, the NHS is designed to provide an interconnected system of principal routes to serve major travel

destinations and population centers.

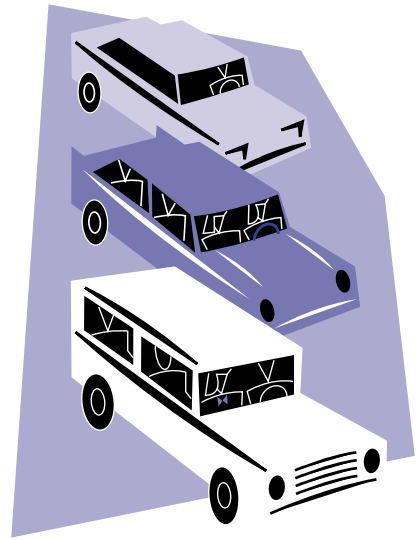
Operating funds: Moneys used to fund general, day-to-day costs of running transportation systems. For transit, costs include fuel, salaries and replacement parts; for roads, operating costs involve maintaining pavement, filling potholes, paying workers' salaries, and so forth.

Paratransit: Door-to-door bus, van and taxi services used to transport elderly and disabled riders. Sometimes referred to as dial-a-ride service, since trips are made according to demand instead of along a fixed route or according to a fixed schedule.

Program: (1) *verb*, to assign funds to a project that has been approved by MTC, the state or other agency; (2) *noun*, a system of funding for implementing transportation projects or policies, such as through the State Transportation Improvement Program (see STIP).

Resolution 3434: An identified list of high-priority rail and express bus improvements to serve the Bay Area's most congested corridors. MTC adopted Resolution 3434 in December 2001 to establish clear priorities for the investment of transit expansion funds.

RTCC Regional Transit Coordinating Council: Created by state statute and overseen by MTC, the RTCC was created in 1992 to better coordinate transit routes, schedules, fares and transfers throughout the Bay Area, and to explore potential advantages of joint ventures in areas such as marketing, maintenance and purchasing. Membership in the RTCC includes the senior managers of the region's transit agencies. The RTCC



also functions as a standing committee of the Bay Area Partnership (see page 8), an MTC-led body of transportation and environmental agencies.

RTIP Regional Transportation

Improvement Program: A listing of highway and transit projects that the region hopes to fund; compiled by MTC every two years from priority lists submitted by local jurisdictions. The California Transportation Commission (CTC) must either approve or reject the RTIP list in its entirety. Once the CTC approves an RTIP, it is combined with those from other regions to comprise 75 percent of the funds in the STIP (see below).

RTIP Regional Transportation Plan: A blueprint to guide the region's transportation development for a 25-year period. Updated every three years, it is based on projections of growth and travel demand coupled with financial projections. Required by state and federal law.

RTPA *Regional Transportation Planning Agency*: A state-designated agency responsible for preparing the *Regional Transportation Plan* and the *Regional Transportation Improvement Program*, administering state funds, and other tasks. MTC is the Bay Area's RTPA.

SAFE *Service Authority for Freeways and Expressways*: As the region's SAFE, MTC — in partnership with the California Highway Patrol and California Department of Transportation — oversees the installation and operation of call boxes along Bay Area freeways and administers a roving tow truck service to quickly clear incidents from the region's most congested roadways. State legislation in 1987 created the MTC SAFE, which is funded in part through a \$1 surcharge on motor vehicle registrations.

SHOPP *State Highway Operations and Protection Program*: State funding program for highway projects that will improve traffic safety; preserve bridges, roadways and/or roadsides; increase mobility; or improve facilities related to the state highway system.

SIP *State Implementation Plan*: Here's a case where one term refers to two different — albeit related — documents. Metropolitan areas prepare regional SIPs showing steps they plan to take to meet federal air quality standards (outlined in the Clean Air Act). Several SIPs make up the statewide plan for cleaning up the air, also known as a SIP.

SOV *Single-occupant vehicle*: A vehicle with one occupant, the driver, who is sometimes referred to as a “drive alone.”

STA *State Transit Assistance*: Provides funding for mass transit operations and capital projects.

STIP *State Transportation Improvement Program*: What the CTC ends up with after combining various RTIPs as well as a list of specific projects proposed by Caltrans. Covering a five-year span and updated every two years, the STIP determines when and if transportation projects will be funded by the state.

STP *Surface Transportation Program*: One of the key funding programs in TEA 21. STP monies are “flexible,” meaning they can be spent on mass transit, pedestrian and bicycle facilities as well as on roads and highways.

System Management: A coordinated series of programs involving MTC and partner agencies such as the CHP and Caltrans to make the region's existing transportation system work more efficiently. These efforts include congestion relief initiatives such as the roadside call box network and roving Freeway Service Patrol tow trucks, and traveler information programs such as the toll-free TravInfo® phone service and the <www.transitinfo.org> Web page.

TCM *Transportation Control Measure*: A strategy to reduce driving or smooth traffic flows in order to cut auto emissions and resulting air pollution. Required by the Clean Air Act, TCMs for the Bay Area are jointly developed by MTC, the Bay Area Air Quality Management District and ABAG. Examples of TCMs include roving tow truck patrols to clear stalls and accidents from congested roadways, new or increased transit service, or a program to promote carpools and vanpools.

TCRP *Traffic Congestion Relief Program:*

A five-year state transportation investment plan passed by the California Legislature and signed into law by Governor Gray Davis in 2000. The plan originally called for \$6.8 billion of spending (with \$1.7 billion to the Bay Area) from fiscal 2000–01 to 2005–06, but subsequent refinancing agreements postponed the funding until fiscal 2002–03 to 2007–08.

TDA *Transportation Development Act:*

State law enacted in 1971. TDA funds are generated from a tax of one-quarter of one percent on all retail sales in each county; used for transit, special transit for disabled persons, and bicycle and pedestrian purposes. TDA moneys are collected by the state and allocated in the Bay Area by MTC to fund transit operations and programs. In non-urban areas, TDA funds may be used for streets and roads under certain conditions.

TDM *Transportation Demand*

Management: Low-cost ways to reduce demand on the transportation system by automobiles, such as programs to promote telecommuting, flex-time and ridesharing.

TEA *Transportation Enhancement*

Activities: A TEA 21 funding category. Ten percent of STP moneys must be set aside for projects that enhance the compatibility of transportation facilities with their surroundings. Examples of TEA projects include bicycle and pedestrian paths, restoration of rail depots or other historic transportation facilities, acquisition of scenic or open space lands next to travel corridors, and murals or other public art projects.

TEA 21 *Transportation Equity Act for the*

21st Century: Passed by Congress in May 1998, this federal transportation legislation retains and expands many of the programs created in 1991 under ISTEA. Reauthorizes federal surface transportation programs for six years (1998–2003), and significantly increases overall funding for transportation.

TETAP *Traffic Engineering Technical*

Assistance Program: An MTC initiative that provides local jurisdictions with traffic engineering assistance and expertise on projects to improve traffic flow on major arterials.

TIP *Transportation Improvement Pro-*

gram: This is the primary spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types. MTC prepares the TIP every two years with the assistance of local governments, transit operators and Caltrans. It covers at least a three-year period.

TLC *Transportation for Livable*

Communities: Funding program created by MTC in 1998 to fund small-scale, community- and transit-oriented projects that improve neighborhood vitality.

TMC *Transportation Management*

Center: A centralized regional facility for notifying travelers of current traffic and roadway conditions through various media including radio and TV traffic reporters, roadway message signs, and highway advisory radio. The TMC and the regional Traffic Operations System (see TOS below) reflect the growing importance of system management and intelligent transportation systems in combating road-

way congestion. The Bay Area TMC, which is partially funded by MTC, is located in Caltrans' District 4 headquarters building in Oakland.

TOS *Traffic Operations System*: In the Bay Area, Caltrans and the CHP monitor traffic flows by means of detectors embedded in pavement and closed-circuit television cameras, enabling them to dispatch tow trucks and other assistance. Message signs and broadcasts alert drivers and transit riders to conditions ahead, while ramp meters control traffic flows. All these devices together comprise the TOS.

Transit: In the MTC lexicon, a term used to refer to buses, streetcars, light-rail, ferries, commuter trains, BART, and the like. Also referred to as public transportation, public transit or mass transit.

TransLink®: MTC's prototype for a universal ticket valid on all transit modes, from BART to buses to ferries. In February 2002, a pilot program began to test a TransLink® smart card on six Bay Area transit systems.

TravInfo®: The Bay Area's traveler information service, which allows callers or Internet users to get up-to-the-minute traffic reports, as well as information on public transit routes and schedules, paratransit services, ridesharing and bikeways. The TravInfo® service can be accessed toll-free throughout the Bay Area at 817-1717 (and by the end of 2002, by simply dialing 511) or online at <www.travinfo.org>.



U.S. DOT *United States Department of Transportation*: The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports; headed by the secretary of transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among others. There are also state DOTs (known as Caltrans in California).

VMT *Vehicle Miles Traveled*: The more cars there are on the road at the same time in the same area, the worse congestion will be. This term helps pin down the numbers. Reducing the growth of VMT can help ease traffic congestion and improve air quality.

Credits

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In Memoriam

This fifth edition of the *Citizen's Guide* is dedicated to the memory of David Tannehill, a true champion of public involvement.



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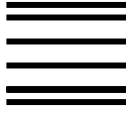
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Tell Us What You Think!

This guide is one element in a larger effort to foster greater public awareness of and involvement in the transportation decision-making process. Comments and suggestions for improving MTC's public involvement activities are always welcome. Call, fax, e-mail or send your comments to: MTC Public Information Office; Joseph P. Bort MetroCenter; 101 Eighth Street; Oakland, CA 94607-4700; Tel. 510.464.7787; TDD/TTY 510.464.7769; Fax 510.464.7848; e-mail: info@mtc.ca.gov; Web: www.mtc.ca.gov

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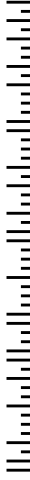
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